



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

As to particulars, he shows, and apparently for the first time, that the British Museum folio of the Laws and Ordinances is not the original drawn up in 1608 by Wheeler, the company's secretary, but a copy dating from 1611. The editor rejects the generally accepted view that the foundation of the fellowship rests on the charter of 1407, on the ground that that instrument did not distinctively apply to the special body of merchants afterwards known as the Merchant Adventurers Company. Its definite organization, he maintains, dates from the charter of 1505, although the body was officially but indirectly recognized by the act of 1497. It is to be regretted that the charter of 1505 is not printed along with the other evidence. Another point which Dr. Lingelbach does well to emphasize, although it should be evident to readers, for instance, of Professor Gross's account (*Gild Merchant*, I. 148-157), is that, while composed of English traders, the seat of government was from the first not in England, but on the continent. There is an interesting account of the rivalry between the Staplers and the Hanse League; but for the benefit of the lay reader a clearer definition of the distinction between the former and the Merchant Adventurers would have been acceptable. In discussing the relations with the Hanse, and in the account of the political activity of the fellowship in the struggles between Crown and Parliament, there are instances of repetition which could have been avoided in such a brief treatment. Moreover, the influence of the company as a factor in the latter issue seems to be thrown into somewhat exaggerated perspective. In this connection it should be noted that since the appearance of the present work Mr. Firth has shown in his articles on "Cromwell and the Crown" (*English Historical Review*, August, 1902, and January, 1903, particularly January, p. 54) that Sir Christopher Packe, governor of the company, was not "the prime mover in the Ordinance of 1656" (XXI. 247). Although he introduced it, he was simply the instrument of others.

There are a few slips in proof-reading; for example, 1464 (p. xii) should be 1564, and Rushwood (p. 34, note) must undoubtedly be Rushworth. Again (pp. 194, 195) we are not informed why there is a jump from page 171 of the folio to page 200. A glossary or an occasional note explaining such unusual words as "broake" would have been desirable. It is pleasant to learn that a bibliography of the sources with a critical and descriptive account of those which are most important may soon be expected.

ARTHUR LYON CROSS.

The Naval Miscellany. Edited by JOHN KNOX LAUGHTON, M.A., P.N., Honorary Fellow of Gonville and Caius College, Cambridge. Vol. I. (London: Printed for the Navy Records Society. 1902. Pp. xi, 463.)

LIKE other publishing societies, the Navy Records Society has found that besides its longer pieces, fit to constitute separate volumes, it has accumulated a number of documents too short for such use, but which nevertheless it wishes to print. Accordingly, as its twentieth volume

it prints a volume of miscellany, edited by its secretary. Some of the contents are of more than simply professional interest.

"The Book of War by Sea and Land, anno 1543," by Jehan Bytharne, is a brief account of the decorations of a ship of war, and of the signals then in use in the French, and perhaps also in the English navy. It has close relations with Philippe de Clèves's "Briefve Instruction de toutes Manières de Guerroyer," first printed in 1558 but written earlier, with a similar tract by Antoine de Conflans, and with the code of signals issued in 1517 by Charles V. for his first voyage from Flanders to Spain, printed by Captain Fernandez Duro in the first volume of his *Armada Española*. Next follows a somewhat important "Relation of the Voyage to Cadiz in 1596," by Sir William Slingsby, commissary-general of munitions. Mr. Julian Corbett explains how Slingsby's position as a friend of Raleigh rather than of Essex, yet a soldier and not a sailor, makes him impartial as between the two quarreling factions in the expedition, and gives his narrative value. It is accompanied by a facsimile of a remarkable and unique engraved chart of the Cadiz action, and by others which give the earliest exhibit we have of the system of squadronal flags. Then follows a translation of an unimportant Portuguese tract on Hawke's action in Quiberon Bay in 1759; and then, much more valuable, the journals of Captain Henry Duncan, who commanded the *Eagle* on the American coast in 1776-1778, the *Medea* in 1780 and 1781, the *Ambuscade* and the *Victory* in 1782. Duncan supervised the landing of British and Hessian troops which preceded the battle of Long Island, and gives many interesting details of the naval operations around New York and in Delaware Bay. The editor declares in a foot-note that "George Washington, Esquire," was at that time the ordinary English way of addressing officers of even the highest service rank, naval or military. Duncan's cruises in the *Medea* give interesting glimpses of American privateers; while his position as flag-captain in 1782 gives a peculiar value to his account of the relief of Gibraltar and the rencounter off Cape Spartel. It is, I suppose, an error to say (p. 123) that the form Brookland was at that time commoner than Brooklyn, for the name of the Long Island village.

Perhaps the most important letters in the volume are those which come from the papers of the first Lord Hood, especially those which state to Sir William Hamilton the embarrassments which Hood encountered at Toulon from the presence and conduct of the Neapolitan commander, Forteguerra, and those which explain Hood's supersession from the Mediterranean command in 1795. Interesting also are the letters of George III. to Hood, relative to the placing of the King's third son, afterward William IV., in the naval profession. The letters of Captain the Hon. William Cathcart, 1796-1804, are slighter in quality. Of the extracts from the journal of Thomas Addison, a minor officer in the service of the East India Company from 1801 to 1829, the most interesting part is that which relates to the capture of his ship by the *Marengo*, Admiral Linois, in 1805. Then follow a few papers on the seizure of Helgoland in 1807,

and finally a series of individual letters. Of these the most interesting are certain from Nelson, chiefly at the time of his service under Sir Hyde Parker before Copenhagen. Writing to a Jamaican friend in 1805, and speaking of the British possessions in the West Indies, he says (p. 439): "Neither in the field or in the senate shall their interest be infringed whilst I have an arm to fight in their defence, or a tongue to launch my voice against the damnable and cursed doctrine of Wilberforce and his hypocritical allies; and I hope my 'berth in heaven will be as exalted as his, who would certainly cause the murder of all our friends and fellow-subjects in the colonies."

American readers will be interested in the letter of Andrew Paton, pilot, of Pittenweem, who was enticed on board of Paul Jones's ship off the Isle of May, and remained there two months, including the time of the action between the *Bonhomme Richard* and the *Serapis*; also in a letter from a certain Lieutenant William Jacobs, who was at Boston in 1754, and served with the provincials in Acadia. He says (p. 403): "There is one thing in this part of the world, and that is the unkind behaviour of the regulars to the irregulars. Most of the officers are men of fortune in New England, and have left their estates to serve their king and country. The resentment has run so high that I believe the New England troops will not serve nor join the regulars any more; and perhaps will not serve at all, which will be a great loss to the Government; for the Americans are a brave, honest people. I do not pretend to say whose fault it is; but this is certain, it ought to be looked into, as these troops are all volunteers no longer than for a year."

J. FRANKLIN JAMESON.

The Naval Tracts of Sir William Monson. Edited by M. OPPENHEIM.

Volumes I. and II. (London: Navy Records Society of Great Britain. 1902. Pp. lxvi, 395; 395.)

SIR WILLIAM MONSON, the first English seaman to write upon naval affairs, was regarded as the most distinguished naval expert of his time, and that time was the most stirring and momentous in the naval annals of England. These *Tracts* are a brief historical survey of the naval operations undertaken between 1585 and 1603, with a mature criticism of their plan and conduct. The author had known and served with all the famous English sailors of that day, and he wrote for the express purpose of giving light and guidance to those who were to come after him. These papers, therefore, can hardly fail to interest the general reader and are of deep interest to the naval student. These two volumes contain the first of the six books of these celebrated *Tracts*.

In 1585, when seventeen years old, young Monson ran away to sea, which was a usual mode of enlisting in that adventurous time. Helped no doubt by family influence, he gained rapid advancement and was a vice-admiral in 1602. That he was a trusted counselor and a bold and wary fighter is sufficiently attested by the following incidents. In the attack upon Cadiz in 1596 Monson successfully urged upon Essex